Upgradation of airports

7701. SHRI KRISHAN LAL SHARMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that a number of States have represented for upgradation of airports in their respective States;

(b) if so, the names of airports recommended for upgradation; and

(c) the reaction of Government thereon?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) Surat in Gujarat, Kargil in Jammu & Kashmir, Shimla, Kullu, Gaggal in Himachal Pradesh, Nanded in Maharashtra, Goa, Jabalpur in Madnya Pradesh and Vijayawada in Andhra Pradesh.

(c) Surat and Nanded belong to the State Governments. Airports Authority of India (AAI) has no plans to upgrade these airports. AAI has plans to upgrade other airports. However, upgradation work is taken up in a phased manner depending upon the availability of resources.

Air pollution due to increase in air flights

7702. SHRI KRISHAN LAL SHARMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to sttae:

(a) whether it is fact that as per the estimates of the economic cell, the number of international flights operating from airports of the country is likely to go up from 7,36,000 in 1994-95 to 9,32,000 in 1999-2000 and domestic flights from 17,74 ,000 to 23,68,000 during the period.

(b) whether it is also a fact that the increase in air flights is likely to lead to air pollution discharge of noxious gases, saturation of air space and congestion at airports of the country; and

(c) if so, steps contemplated to meet the situation arising out of the increase in air flights?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The estimated figures relating to international and domestic flights are indicated below:—

	1994-95	1999-2000
International flights	70173	93200
Domestic flights .	139417	143600

(b) and (c) Environmental pollution due to aircraft operations is not likely to reach alarming proportions. With the increase in air traffic, congestion at some airports is likely to increase. Airports Authority of India has drawn up plans for the upgradation of the airports and the infrastructural facilities in order to meet the long term|short term requirements.

Upgradation of Guwahati airport into International Airport

7703. SHRI BHADRESWAR GOHAIN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are aware that since a long time the people of Assam and the North East were demanding the upgradation of the Guwahati Airport into an International Airport;

(b) if so, the reasons therefor; and

(c) by when it is likely to be announced?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) Yes, Sir. Airports Authority of India is developing Guwahati airport as a Model Airport with provision for customs and immigration facilities for limited international operations as and when required.

The existing five international airports at Delhi, Bombay, Calcutta, Madras and Trivandrum are at present, adequate to cater to international traffic.

Construction of new airports in the North Eastern Region

7704. SHRI BHADRESWAR GOHAIN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal to construct new airports in the North-Eastern Region;

(b) whether Government are aware that the State capitals like Itanagar, Aizwal and Kohima are without an airport till date; and

(c) if so, by when these State capitals will have their own airports?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) It is proposed to set up new airports at Lengpui in Mizoram and Tura in Meghalaya.

(b) and (c) Aizwal already has an aerodrome. Kohima and Itanagar are served by Dimapur and Lilabari airports which are at a distance of 80 km. and 65 km. respectively. AAI has no plan to construct new airports in these State capitals.

Pay pattern of ITDC employees

7705. SHRI E. BALANANDAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether pay scales of Executives and non-Executive employees under IDA pay pattern have not yet been finalised for the employees appointed after 1st January, 1989 in India Tourism Development Corporation though they have been granted Model Industrial Dearness Allowance Pay scale of DPE on 28th October, 1992;

(b) how much more time it will take to finalise the same and whether ITDC will give any interest on the arrear pay ment from 1st January, 1989 or due date to the employees. and

(c) if so, the details in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) and (c) The matter is being examined. Instructions have been issued for expeditious decision in the matter.

Profit and Revenue earned by International Airports

7706. SHRI GOPALSINH G. SOLANKI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the profits and revenue earned by the six International Airports owned by International Airports Authority of India at Ahmedabad, Bombay, Calcutta, Delhi, Madras nad Thiruvanthapuram during the period from 1st January, 1992 to December, 1994, airport-wise and month-wise;

(b) what are the figures of airport income on account of landing charges airport entry tickets, airport contractors fees, monthly rents and ground rents; and

(c) the airport which is more profitable and what is its income per day from every aspect from the above said airports?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) There are five international airports at Bombay, Calcutta, Delhi, Madras and Trivandarum. The airport at Ahmedabad is a domestic airport. Major sources of income at these airports are landing and parking charges, cargo revenue and non-traffic revenue, such as, passenger service fee visitors entry fee, rents and services and other miscellaneous income. The accounts are maintained on the financial year basis. Source-wise revenue and airport-wise profit of international airports earned for the years 1992-93, 1993-94 and 1994-95